

REPORT

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THIS IS UNEVALUATED INFORMATION

- The field was used by Soviet commercial aviation; its personnel was composed of about 150 civilians, including pilots, air crews, and ground personnel, in addition to office employees. The radio station, however, was manned by air force soldiers. Most of the personnel were quartered at the field, some of them, particularly office employees, were trucked to and from the field.

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aircraft stationed at the field:

a. Permanent occupation:

(1) Four [ ] Douglas planes, also designated "D-84" by [ ]  
 part of the PWs. A commercial plane equipped with 2 in-  
 line engines, retractable landing gear, low, oblong plexi-  
 glass canopy [ ]

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(2) About 11 or 12 Soviet Douglas planes, copies of the [ ]  
 Douglas craft, but with a small, blimp-like aluminum body  
 instead of the plexiglass canopy [ ]

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(3) About 20 to 24 U-2 biplanes, five of which were ambulance  
 planes painted white or green. [ ]

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Behind the pilot's seat there was a plexi-  
 glass canopy sliding open in such a way that a litter could  
 be put into the cabin from above.

b. Temporary occupation:

Individual commercial aircraft: Blimp-shaped fuselage, low-  
 wing monoplane, two radial engines with four-bladed propeller,  
 nose wheel, far projecting cockpit, door at right rear side,  
 wide double-trapezoidal wings with rounded tips, set rather  
 far to the rear. The Soviets called the craft an 11-12.  
 Since late in September 1948 this plane would land at the  
 field every three or four days about 4 p.m. On these days,  
 local flights of about 12 minutes duration were conducted with  
 this craft between 4 p.m. and 2 a.m. according to the  
 Soviet flying personnel, these flights were the night fly-  
 ing training of pilots stationed at the field.

7. Flying: The commercial aircraft had scheduled flights mainly  
 on lines to KIEV, KHARKOV, MOSCOW, LANSAN-BERLIN, and  
 Kaliningrad (according to announcement over the loudspeaker).  
 The U-2 biplanes presumably made courier flights.

Comment

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The reports on the location, stage of construction, and  
 flying at the commercial airfield of MINSK-South present a  
 clear picture. Although the reported estimates on the  
 length of the runway and the size of the aircraft dispersal  
 area differ, the following data may be assumed to be  
 approximately correct:

Size of the field: About 10,000x6,600 feet.  
 Runway: About 6,600x200 feet.

a. Two concrete taxiways leading from the hanger or the  
 dispersal area to the runway: About 100 feet wide.

b. The fact that the hanger under construction in Minsk was  
 dismantled in BERLIN-Tempelhof can be considered as con-  
 firmed.

c. The use of the field by the Civil Air Fleet is an  
 established fact. Whether the presence of air force soldiers,  
 which was reported several times, is due only to the existence  
 of the radio station seems doubtful. According to another  
 report, an air force ground personnel unit in charge  
 of guard duties also seems to have been stationed there.

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The number of aircraft stationed at the field from 1947 to the summer of 1949 seems to have been almost constant. It is assumed to be stationed at the field in addition to the about 20 commercial Douglas planes and 20 to 30 biplanes. The occasional practice flights with IL-12s do not indicate an intended military occupation of the field.

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